

MBTA GLX Community Working Group

Tuesday, January 23, 2018

MBTA GLX Community Working Group - I

Welcome

Introduction:

John Dalton MBTA-GLX Program Manager

Clyde Joseph GLX - Constructors Program Manager

MBTA GLX Community Working Group - II

MBTA Operations:

Green Line Vehicle Staging

- ▶ Operation Management Team
- ▶ February Meeting



MBTA-GLX Community Working Group - III

Selection of Community Co-Chair

- ▶ Nominations from group members

Voting:

- ▶ Survey by confidential on-line blind survey
- ▶ Results posted to web-site



MBTA GLX Community Working Group - IV

Design Build Entity - GLX Constructors:

Design Build Process:

- ▶ Construction Based Designed Reviews
- ▶ CWG and Municipality Team Member Role

Upcoming Construction Activities:

- ▶ Tree & Vegetation Removal - MBTA ROW
- ▶ Land & Construction Survey Activities
- ▶ Soil Boring Operation



GLX Constructors

- ▶ Welcome and Introduction

Design-Build Team

Massachusetts Bay Transportation Authority

Proposer



Major Participants

FLUOR



HERZOG

Balfour Beatty

Key Subcontractor (Lead Designer)



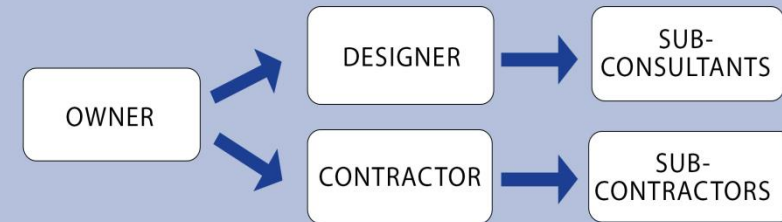
Project Delivery

► What is Design-Build?

- ◆ GLX Constructors works under a single contract for MBTA
- ◆ GLX Constructors will provide design and construction services as one entity
- ◆ GLX Constructors will provide a unified flow of work from initial concept through completion
- ◆ GLX Constructors will meet the contract performance specification requirements

DESIGN-BUILD CONTRACTUAL RELATIONSHIP

Traditional Project Delivery



Owner must manage two separate contracts; owner becomes middleman, settling disputes between the designer and the contractor. Designer and contractor can easily blame one another for cost overruns and other problems.

VS

Design-Build Project Delivery



Owner manages only one contract with a single point of responsibility; designer and contractor are on the same team, providing unified recommendations. Changes are addressed by design-build entity, not used as excuses.



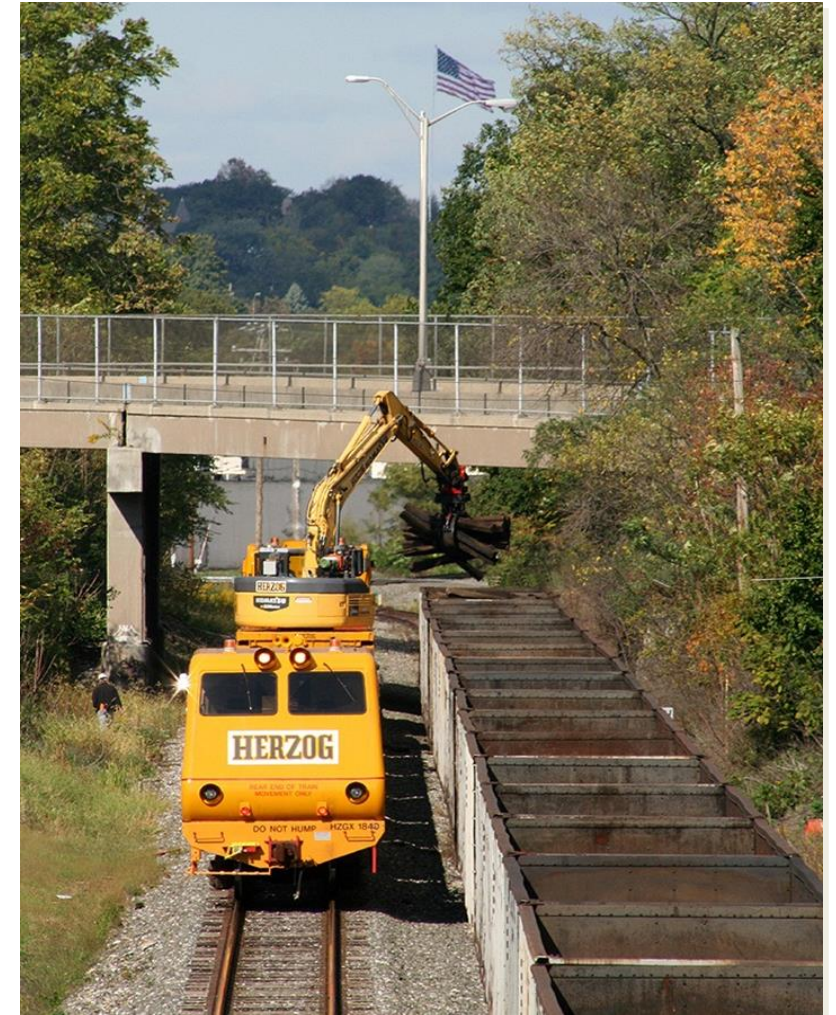
Project Status

- ▶ December 20, 2017 | Notice to Proceed Issued
- ▶ Q1 2018 | Design, Soil Boring Exploration, Site Clearing & Pre-Construction Activities



Next Steps

- ▶ Design Continues
- ▶ Pre-construction work to begin
- ▶ Ongoing outreach
- ▶ Questions: Please contact Terry McCarthy
- ▶ Supported by: GLX Constructors



MBTA GLX Community Working Group - V

CWG Planning and Administration

Items to be reviewed with Newly Chosen Co-Chair

- ▶ CWG Agenda & Minutes
- ▶ Meeting Times and Venue
- ▶ Next Meeting Time and Venue
- ▶ At Large Public Meeting Support - 3 to 4 Times a Year - March 7th

MBTA GLX Community Working Group - VI

- ▶ Review
- ▶ Discussion
- ▶ Questions & Answers

Thank You

**GREEN LINE EXTENSION PROJECT
JANUARY 23, 2018 COMMUNITY WORKING GROUP MEETING #2 – SUMMARY MINUTES**

LOCATION OF MEETING: 100 Cambridge Side Place, 3rd Level, Cambridge, MA 02141

DATE/TIME OF MEETING: January 23, 2018; 9:00 AM – 10:30 AM

ATTENDANCE:

CWG Members: Jason Alves (East Cambridge Business Association), Joseph Barr (City of Cambridge), Michaela Bogosh (Magoun Square), Frederick Dello Russo, Jr. (Medford City Council), Jennifer Dorsen (Somerville Ball Square), Lauren Drago (City of Somerville), Ryan Dunn (Magoun Square), Mark Johnson (DivcoWest), Jim McGinnis (Union Square), Justin Moeling (Gilman Square), Polly Pook (Brickbottom/East Somerville), Brad Rawson (City of Somerville), Laurel Ruma (College Ave), Jim Silva (Medford Ball Square), Tegin Teich (City of Cambridge)

MassDOT/MBTA: John Dalton – MBTA GLX Program Manager, Terry McCarthy – Deputy Program Manager of Stakeholder Engagement

GLX Constructors: Jamie Breine, Hannah Brockhaus, Ashley Camp, Clyde Joseph

GLX Project Team: Martin Nee, Joe Sgroi

PURPOSE: The GLX Community Working Group (CWG) was formed to help engage and foster communication with the communities along the GLX corridor by meeting with representative members (both residents and officials) of Cambridge, Somerville, and Medford.

BACKGROUND: The Green Line Extension (GLX) Project is an initiative of the Massachusetts Department of Transportation (MassDOT), in coordination with the Massachusetts Bay Transportation Authority (MBTA). The project intent is to extend existing MBTA Green Line service from Lechmere Station through the northwest corridor communities of Cambridge, Somerville, and Medford. The goals of the project are to increase mobility; encourage public transit usage; improve regional air quality; ensure a more equitable distribution of transit services; and support opportunities for sustainable development.

INTRODUCTION

GLX Deputy Program Manager Terry McCarthy introduced the members of the Design Build entity, GLX Constructors, in attendance at the meeting including Project Executive Clyde Joseph. McCarthy also addressed request from the previous meeting to have MBTA Operations attend the meeting to discuss concerns about the post construction Green Line vehicle staging. MBTA Operations will be at the next meeting in February to make a presentation and discuss the preliminary thinking on this issue. McCarthy, who is the MBTA Co-chair for the CWG, also discussed the process for electing the co-chair from the members to be done by confidential ballot before the next meeting. The time commitment from the co-chair would be maybe an hour a week call to discuss CWG issues with GLX Team co-chair.

PRESENTATION:

Clyde Joseph, the Project Executive for GLX Constructors, gave a presentation about the GLX Constructors team, the design-build process, reliance upon performance specifications during the design process, and upcoming activities for the first quarter of 2018 (design, soil boring exploration, tree and vegetation removal [February/March], and survey activities). GLX Constructors said they received their Notice to Proceed with work on the project on December 20, 2017 and plan to have the construction essentially complete by Spring 2021. This would be followed by the testing and commissioning process required by the MBTA which takes approximately 6 months – after which there would be passenger service on the GLX.

SUMMARY OF DISCUSSION/ISSUES:

A concern was raised that if Terry McCarthy as CWG Co-chair could not attend a meeting would there always be an alternative MBTA representative. The GLX Team confirmed that there would always be an MBTA representative at the meeting – most likely John Dalton if Terry McCarthy could not attend.

A member said he had been asked by a neighbor about a 4-year easement that had been sought on their property wondering at what date the 4 years begins for the easement. The GLX Team believed the easement started on the day it was signed but would confirm with the real estate group if the member would send the team the neighbor's information.

It was asked when GLX Constructors would have a construction schedule that would be available to public/CWG. GLX Constructors said they are working on schedule now and it will need to be accepted by the MBTA. After this the schedule or portions of the schedule can be made public or shared with the CWG by the MBTA. This was expected to take approximately one month to 6 weeks.

It was inquired if specific communities would be given at least 2 weeks' notice about construction in their area with direct communication. GLX Constructors responded that they planned to do this. GLX Team also said they plan to have three-week look ahead of construction schedule distributed to municipalities and posted on website and updated every week. The team is also working with the municipalities to have them distribute information to the community using their resources as well.

It was asked if reverse robo-calling by the municipalities would be used. The GLX Team said that they are working with the municipalities to implement a process to use the reverse calling to target certain areas for construction alerts.

It was commented by a member that they felt the current early works construction does not have enough communication and that the more communication about construction in the future the better. Including communication about not just the bad impacts but the good things happening on the project as well to help engage the community.

The City of Somerville said they would work with the GLX team on measuring the success of the different communication methods to make sure outreach together is constantly improving to reach everybody.

A member also brought up that it was important to use physical outreach like signs and leaflets to abutters as well to make sure members of the community not using electronic resources or who may speak another language aren't missed.

It was asked if a standard operating procedure list could be created for the construction crews to remind them to think about abutters and how to avoid creating overly impactful situations. GLX Constructors said they have a work plan that is reviewed with the crews before beginning work and they can share this with the CWG.

A member wanted to know what they should do when a neighbor contacts them about a construction issue that needs to be resolved. The GLX Team said that members can call Terry or Marty to have issues resolved or residents can call the GLX hotline which will get the issue to the right GL team member to resolve the issue. The City of Somerville said they would coordinate with the city offices to have the right protocol for inquiries they receive.

A member said they had heard a lot of concerns already about rodents. GLX Constructors said they had a rodent/pest control plan that was currently under review by the MBTA and would be implemented. They would also work with the cities to coordinate city resources in specific construction areas as well.

It was recommended that a package or FAQ be put together about the project to address some of these concerns about communication, rodents, safety etc. The GLX team said they will put something together and work with the CWG on what this should include.

It was asked if it was known where the tree-clearing would start. The GLX Team said they would know more when the construction schedule was complete (6 weeks away) and any select clearing before that (to facilitate the soil boring activity) would have notice beforehand.

A member asked about the design meetings that GLX Constructors was having and if they would be open to the public. The GLX Team clarified that the design meetings would have involvement and review from the municipalities and city engineers not the general public. This would be a review by the cities to make sure that GLX Constructors' design complies with the set of contractual specifications that had been agreed upon by the city.

The GLX Team further clarified that they will share designs with the community at public meetings (3-4 throughout the year) and take comments. The design team will review the comments but the expectation should be that changes cannot be made that would affect cost or schedule. The GLX Team would also be reviewing the elements of these public meetings with the CWG.

A member raised the issue that they thought a public comment period should be allowed at these CWG meetings. The GLX Team said that the meetings are open to the public and at the end of the meetings they would allow for 10 minutes of public comment.

A member said it would be helpful if the GLX team would provide a structure to the group about what issues the group or the public would be able to weigh in on where there could be some wiggle room for change or where project money could be spent. The member said their main issue as an abutter to the project was noise and vibration abatement. The GLX team said it was helpful to know the issues important to the members and allows the team to be informed about how to deliver the project and that this was the forum to raise such issues.

A discussion was had about how the meetings would be organized including how agendas would be made available 48 hours before each meeting and that the GLX office at 200 Inner Belt Rd in Somerville can be open to the CWG for a meeting venue. It was discussed what days and times would work best for the members to hold meetings and because no one time worked

for all, it was suggested that some meetings be held in the afternoon/evening instead of just mornings to help accommodate. The GLX team said they hoped to work out a tentative schedule for meetings for 6 months to a year.

It was asked if the CWG was covered by the Open Meeting Law. The GLX Team had conferred with MBTA counsel who had determined that this type of group was not governed by the law. However, the GLX Team would strive to keep the meetings open and transparent.

The members expressed a desire to create online forums to hold member discussions between meetings that would be open to the public to view. The GLX Team said they would confer with counsel about the online forum as it relates to FOIA and the further request by one member who said a separate legal opinion on the Open Meeting Law may be warranted.

Member Jim McGinnis volunteered to set up the forum if the group decides to go in that direction.

It was suggested that in addition to the 3-4 general public meetings, more targeted public meetings for neighborhoods affected by construction. The GLX team said that when the CWG is reviewing the construction schedule they can discuss when other neighborhood meetings may be desired.

Another member wanted to make sure other community groups would have chance to weigh in with issues and concerns. The GLX team said that if issues arose outside of the CWG they could make sure those concerns by groups are brought up with the right people on the team.

The City of Cambridge made a request that the next GLX public meeting not be on the tentative March 7 date put forward due to a Cambridge Transportation Standing Committee meeting on the same night.

An update on the early works construction was asked for about when Keolis was supposed to be done with this work. The GLX Team said they believed Tufts Interlocking deadline was in June and the Swift Interlocking work was in September – these were the deadlines but the goal was to try to get work done in Spring/early Summer.

It was asked if the schedule for the intensive Swift construction early work (48-72 hrs straight work) had been worked out. The GLX Team said they would follow up on this.

A question was raised if the weather had caused any delays in the early work. The GLX team said it had not.

The GLX team, in response to a question, advised the CWG that the information contained in the GLX Contract and GLX Constructors proposal will be shared upon the removal of any sensitive or proprietary information.

Another outside attendee from East Cambridge said they would like to see a representative from Mass Highway at Cambridge public meetings to discuss the roadway concerns for the new Lechmere station area.

Green Line Extension Project

Issues to discuss at next meeting (tentatively February 27 at GLX Office at 200 Inner Belt Rd):

- Update on progress for finalizing project Construction Schedule
- Open Meeting Law concerns
- Social media and outreach plan specifics
- Construction work plan
- FAQs